DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE:

STP00-1111-00(001) Catoosa

OFFICE: Engineering Services

P.I. No.: 642220

SR 146 from SR 1/US 27 to Lakeview Rd.

DATE: May 18, 2010

FROM:

Ronald E. Wishon, State Project Review Engineer REW

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TO:

Bobby K. Hilliard, PE, State Program Delivery Engineer

Attn.: Terry Rogers

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above project was held February 15-18, 2010. Responses were received on May 14, 2010. Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. The Project Manager shall incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project.

ALT#	Description	Potential Savings/LCC	Implement	Comments
RD-I	Eliminate bike lanes	Proposed = \$3,532,114 Actual = \$2,587,410	No	RD-1 cannot be implemented because RD-4 will be implemented. Please note that the VE Team overstated the potential cost reduction because they included 1000 ft of project length east of West Side Drive that is currently under construction as part of the adjacent project. Only the installation of the median in this area is proposed as part of the current project. No bike lanes were ever proposed in this section. There are also 1700 ft of U-turn "eyelets" at most median openings that cannot be narrowed. Removing these exceptions reduces the proposed cost savings by approximately 23%.
RD-3	Construct outside lanes 12 ft wide and inside lanes 11 ft wide	Proposed = \$953,294 Actual = \$731,191	Yes	This will be done; however, the estimated cost savings will be reduced for the same reasons as noted in RD-1.

RD-4	Construct one 10 ft multi- use trail in lieu of one 5 ft sidewalk and two 4 ft bike lanes	Proposed = \$1,330,167 Actual = \$947,695	Yes	This will be done; however, the estimated cost savings will be reduced for the same reasons as noted in RD-1. Multi-use trail construction is not feasible for the section east of Westside Drive since the existing pavement and shoulder width has been set by the adjacent project.			
RD-8	Minimize improvements on Cross Street	Proposed = \$345,555 Actual = \$134,718	Yes	This will be done; however, the proposed cost savings will be reduced because the alignment of Cross Street has been shifted from its original location. This will require some tie-in work on Herron Street, Riddle Street and more work on Cross Street than was proposed by the VE Team.			
RD-12	Close median openings at CR 57/Beaver Road, the entrance to the Park Lake Apartments, and Linda Lane	Proposed = \$148,380 Actual = \$90,594	Yes, partially	The Linda Lane and Beaver Road openings will be closed, but the Park Lake median opening will remain. The Park Lake apartment complex is large, and the distance to adjacent median openings is 1000 ft in each direction.			
RD-14	Use a 4" concrete median instead of a 7 ½" concrete median	\$163,080	Yes	This will be done.			
RD-18	Eliminate sidewalks on Cross Street, Fant Drive, and Cedar Lane	\$59,835	Yes	This will be done			
RD-19	Reduce ROW required for Pine Hill Drive to avoid the taking of the existing Conoco gas station	Proposed = \$550,000 Actual = \$180,816	Yes	Tax records for the Conoco property indicate an assessed valuation of \$149,550. Pavement, curb and gutter, and sidewalk reductions were estimated and added to the ROW savings.			
RD-21	Modify the alignment for the reconstruction of Fant Drive	\$316,888	Yes	This will be done.			

Approved:

Delle M Ron

Date: 6/3/10

STP00-1111-00(011) Catoosa Implementation of Value Engineering Study Alternatives

REW/LLM

Attachments

c:

Ben Buchan

Bobby Hilliard/Stanley Hill/Terry Rogers

Mike Murdoch

Patrick Bowers/Kenny Beckworth

Nabil Raad Lisa Myers Matt Sanders

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE:

STP00-1111-00(011), Catoosa County

OFFICE: Program Delivery

SR 146 fm SR 1/US 127 East to CR553/Lakeview Rd.

P.I. No. 642220

DATE:

May 13, 2010

FROM:

Bobby Hilliard, State Program Delivery Engineer 5.4.

TO:

Ronald E. Wishon, Project Review Engineer

Attn: Lisa Myers

SUBJECT:

Value Engineering Study Responses

Reference is made to the alternative proposals contained in the Value Engineering Study- Final Report dated March 4, 2010 for the above referenced project. Attached are the consultant responses for the Value Engineering

Study. This office is in concurrence with these responses

For any questions, please call Terry Rogers at 404-631-1567.

Cc: Ben Buchan, Director of Engineering

Attachments



3169 Holcomb Bridge Road, Suite 455

Norcross, Georgia 30071

Ph. 404-329-5900

Fx. 404-329-5901

www.gk4.com

May 13, 2010

Terry Rogers Georgia Department of Transportation / Office of Program Delivery 600 West Peachtree Street, 25th Floor Atlanta, GA 30308

642220 SR 146 (Cloud Springs Road) Value Engineering Study

Dear Terry,

Qk4 has reviewed the VE Study for SR 146. The following is a breakdown of our responses.

RD-1 - Eliminate Bike Lanes

I E team savings Estimate \$3,532,114

No. will not implement – Because we are implementing RD-4. RD-1 and RD-4 are not mutually exclusive, since the actual recommendations conflict with each other. Only one or the other of these two recommendations can be implemented.

The VE team overstates the potential cost reduction. This is because the VE team included nearly 1000' of project length east of West Side Drive that is currently under construction as part of the adjacent project. That section is only slated for median construction on this project. No bike lanes were ever proposed to be added to that section. Also there are nearly 1700' of U-turn "eyelets" at most median openings that can't be narrowed, even if the bike lanes are removed, in order to accommodate encroachment of U-turning vehicles. Removing those exceptions from the remaining mainline project length reduces the projected cost savings by approximately 23%.

Revised Estimated Savings - \$2,587,410

RD-3 - Construct outside travel lanes at 12' wide and inside lanes at 11' wide

IE team savings estimate \$953,294

Yes, will implement. However, the estimated cost savings will not be as great as the VE team estimates, for the same reasons as were discussed for RD-1.

Revised Estimated Savings - \$731,191



RD-4 - Construct one 10' multi-use trail in-lieu of one 5' sidewalk and two 4' bike lanes 1'E savings estimate \$1.330,167

Yes, will implement. However, the estimated cost savings will not be as great as the VE team estimates, for the similar reasons as were discussed for RD-1.

Multi-use Trail construction is not feasible for the section east of Westside Drive since the existing edges of pavement and shoulder width has been set by the adjacent project, and the existing curb line locations need to be held at the U-turn "eyelets".

Revised Estimated Savings - \$947,695

RD-8 - Minimize improvements along Cross Street

VE team savings estimate \$345,555

Yes, will implement. - However, the estimated savings is reduced because the alignment of Cross Street had been shifted from its original location. This will require some tie-in work on Herron Street, Riddle Street and more work on Cross Street than was taken into account by the VE team.

Revised Estimated Savings - \$134,718

RD-12 - Close median openings at CR-57/Beaver Road, the entrance to Park Lake Apartments, and Linda Lane

VE team savings estimate \$148,380

Yes, will partially implement. Will close Linda Lane and Beaver Road openings, but leave the Park Lake median opening. The Park Lake apartment complex is large, and the distance to adjacent median openings is approximately 1000 feet in each direction. Closing the Park Lane entrance median opening would result in a continuous raised median for 2000 feet, prohibiting left-turns for these apartments and a large number of other business, homes and apartments.

Revised Estimated Savings - \$90,594

RD-14 - Use a 4" concrete median instead of a 7-1/2" concrete median

VE savings estimate \$163.080

Yes, will implement

Estimated Savings - \$163,080

RD-18 - Eliminate sidewalks on side streets: Cross Street, Fant Drive and Cedar Lane

I E team sarings estimate \$59,835

Yes, will implement

Estimated Savings - \$59,835



RD-19 - Reduce ROW required for Pine Hill Drive to avoid the taking of the existing Conoco gas station

VE team savings estimate \$550,000

Yes, will implement – Estimate savings in VE report were unverified, by their own admission. Qk4 checked tax records for that property and the assessed valuation for the entire Conoco property is listed as \$149,550. Pavement, curb and gutter and sidewalk reductions were estimated and added to the right-of-way savings. Savings are substantial, but significantly less than included in the VE report.

Revised Estimated Savings - \$180,816

RD-21 - Modify the alignment for the reconstruction of Fant Drive

VE team savings estimate \$316.888

Yes, will implement

Estimated Savings - \$316,888

Sincerely yours,

Jeffrey W. Dyer, P.E., PTOE

Project Manager



PROJECT:

Georgia Department of Transportation

STP00-1111-00(011)- P.I. No. 642220

SR 146/Cloud Springs Road from SR 1/US 27 East to

CR 553/Lakeview Road

Catoosa County

DESCRIPTION:

Eliminate bike lanes

ALTERNATIVE NO .:

RD-1

SHEET NO .: 3 of 4

ROW savings= 8' less to be acquired by elimination of bike lanes. Average width acquired throughout the project= 70' plus existing ROW.

Therefore: 8'/70'= 11% average ROW reduction.

76,720

1.82 5280 9540 76,720 Project length=2.36 miles x 5,280LF/Mile= 12,461 LF x 8' width reduction=99,688 SF/9=

8524

11,076 SY full depth pavement reduction. 8724 8524 GAB reduction=14,076 SY saved

1875

25mm Superpave- 11,076 SY x 440lb/sy/2000lb/ton = 2,437 tons saved

19mm Superpave- 11,076 SY x 220lb/sy/2000lb/ton = 1,218 tons saved 9 38

12.5mm Superpave-11,076 SY x 165lb/sy/2000 lb/ton=914 tons saved 703

PBS

Cost Worksheet

PROJECT:

Georgia Department of Transportation

STP00-1111-00(011)- P.I. No. 642220

SR 146/Cloud Springs Road from SR 1/US 27

East to CR 553/Lakeview Road

Catoosa County

DESCRIPTION:

Eliminate bike lanes

ALTERNATIVE NO.:

RD-1

SHEET NO.:

4 of 4

e bike	lanes		And the second second	-	SHEET NO	4 01 4
	C	RIGINAL EST	IMATE	F	PROPOSED EST	TIMATE "
UNITS	NO. OF UNITS	COST/ UNIT	TOTAL	NO. OF UNITS	COST/ UNIT	TOTAL
SY	81,000	\$13.24	\$ 1,072,440	69,924	\$13.24	\$ 925,794
TN	12,000	\$56.36	\$ 676,320	11,086	\$56.36	\$ _624,80
TN	16,000	\$57.93	\$ 926,880	14,782	\$57.93	\$ 872542 \$ 850,32
TN	31,000	\$53.81	\$ 1,668,110	28,563	\$53.81	\$ 1,530,97
LS	1	\$25,556,000	\$ 25,556,000	0.472	\$25,556,000	23,511,520 \$22 ,744 ,840
			\$ 29,899,750			\$ 26,608,73
			\$ 2,989,975			\$ 2,754,75 \$ 2,668,87
1			\$ 32,889,725			\$ 29,357,6
	UNITS SY TN TN TN LS	UNITS NO. OF UNITS SY 81,000 TN 12,000 TN 31,000 LS 1	UNITS NO. OF UNIT COST/ UNIT SY 81,000 \$13.24 TN 12,000 \$56.36 TN 16,000 \$57.93 TN 31,000 \$53.81	UNITS	UNITS NO. OF UNITS COST/ UNIT TOTAL NO. OF UNITS SY 81,000 \$13.24 \$1,072,440 \$9,924 TN 12,000 \$56.36 \$676,320 \$11,297 \$11,000 \$57.93 \$926,880 \$14,782 TN 31,000 \$53.81 \$1,668,110 \$29,553 \$1,668,110 \$29,553 \$1,668,110 \$1,000 \$1,	UNITS NO. OF UNITS COST/ UNIT TOTAL NO. OF UNITS SY 81,000 \$13.24 \$ 1,072,440 \$ 69,924 \$ 13.24 TN 12,000 \$56.36 \$ 676,320 \$ 11,297 \$ \$56.36 TN 16,000 \$57.93 \$ 926,880 \$ 24,782 \$57.93 TN 31,000 \$53.81 \$ 1,668,110 \$ 29,563 \$53.81 \$ 1,668,110 \$ 29,563 \$ \$53.81 \$ 25,556,000 \$ 25,55

\$2,587,410



ALTERNATIVE NO .:

RD-3

PROJECT:

Georgia Department of Transportation

STP00-1111-00(011)- P.I. No. 642220

SR 146/Cloud Springs Road from SR 1/US 27 East to

CR 553/Lakeview Road

Catoosa County

Construct outside travel lanes at 12' width and inside DESCRIPTION:

lanes at 11' width.

9590

SHEET NO.: 3 of 4

2131 19, 180 Project length=2.36 miles x 5,280LF/Mile=12461 LF x 2' width reduction=24,922 SF/9SF/SY=2,769 SY

full depth pavement reduction.

2131 GAB reduction=2,769 SY saved

25mm Superpave- 2,769 SY x 4401b/sy/20001bs/ton=669 tons saved 469 19mm Superpave- 2,769 SY x 220lb/sy/2000lbs/ton=305 tons saved 2.3 4

12.5mm Superpave- 2,769 SY x 165lb/sy/2000lbs/ton=228 tons saved 176

ROW savings= 2'

Average width acquired throughout the project= 70' plus existing ROW.

Therefore: 2'/70'= 3% average ROW reduction.



PROJECT:

Georgia Department of Transportation

STP00-1111-00(011)- P.I. No. 642220

SR 146/Cloud Springs Road from SR 1/US 27

East to CR 553/Lakeview Road

Catoosa County

DESCRIPTION:

Construct outside lanes at 12' width and

SHEET NO .:

ALTERNATIVE NO.:

4 of 4

RD-3

inside lanes at 11' width

CONSTRUCTION ITE		satiiv		NAL ESTI	MA'	TE	F	ROPO	SED EST	IMA	TE
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ITEM	UNITS	UNITS	cos	T/ UNIT		TOTAL	UNITS	cos	F/ UNIT		TOTAL
10-5120 GAB 12"	SY	81,000	\$	13.24	\$	1,072,440	78,964 78,23	\$	13.24	\$	1,035,778
02-3147 12.5mm Superpave	TN	12,000	\$	56.36	\$	676,320	11,824	\$	56.36	\$	666,400 6 63,47 0
02-3190 19mm Superpave	TN	16,000	\$	57.93	\$	926,880	15,766 1 5,69 5	\$	57.93	\$	913,324
02-3121 25mm Superpave	TN	31,000	\$	53.81	\$	1,668,110	30,531 30, 39 1	\$	53.81		1,644873 1 ,635,340
							97.7%				4,968,212
ROW	LS	1	\$25	,556,000	\$	25,556,000	97.00%	\$ 25,	556,000	\$_	24,789,320
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Sub-tota	1				\$	29,899,750				\$	29,135,03 20,033,11
Mark-up at 10.0%					\$	2,989,975	5			\$	2,923,50 2,903,91 32, (58,53
TOTAL			11120122		\$	32,889,725	i			\$	31,930,43

\$731,191



PROJECT:

Georgia Department of Transportation

STP00-1111-00(011)- P.I. No. 642220

SR 146/Cloud Springs Road from SR 1/US 27 East to

CR 553/Lakeview Road

Catoosa County

DESCRIPTION:

Construct one 10' multi-use trail in-lieu of one 5' sidewalk

and two 4' blke lanes

ALTERNATIVE NO .:

RD-4

SHEET NO .: 3 of 4

ROW savings= Removing bike lanes=8' width savings Additional width required for multi-use trail= 5' =3' net ROW width savings

Average width acquired throughout the project= 70' plus existing ROW.

3'/70'=4% average ROW reduction.

9590

76.720

Full Depth pavement reduction: 9590 76.720 8524
Project length=2.36 miles x 5,280LF/Mile=12,46T LF x 8' width reduction=99,688 SF/9= 11,076 SY full depth pavement reduction.

GAB reduction=11,076 SY saved

25mm Superpave-11,076 SY x 440lb/sy/2000lbs/ton = 2437 tons saved 1975

19mm Superpave- 11,076 SY x 220lb/sy/2000 lbs/ton = 1,218 tons saved

12.5mm Superpave- 1+,076 SY x 165lb/sy/2000 lbs/ton = 914 tons saved

Additional sidewalk quantities:

Each sidewalk requires approximately 9,000 sy

Therefore, an additional 9,000 sy is required to widen one of the walks to be a 10' multi-purpose trail.



PROJECT:

Georgia Department of Transportation

STP00-1111-00(011)- P.I. No. 642220

SR 146/Cloud Springs Road from SR 1/US 27

East to CR 553/Lakeview Road

Catoosa County

DESCRIPTION: Construct one 10' multi-use trail in-lieu of one 5'

sidewalk and two 4' bike lanes

ALTERNATIVE NO.:

SHEET NO .:

RD-4

4 of 4

u two	4 DINE	idiles				
		ORIGINAL ES	TIMATE	F	ROPOSED EST	TIMATE
UNITS	NO. OF UNITS	COST/ UNIT	TOTAL	NO. OF UNITS	COST/ UNIT	TOTAL
				72 746		759,58Z
SY	81,000	\$13.24	\$ 1,072,440	69,924	\$13.24	\$ 925,794
TN	12,000	\$56.36	\$ 676,320	11,086	\$56.36	\$ 624,807 872,542
TN	16,000	\$57.93	\$ 926,880	134,782	\$57.93	\$ 856,321
TN	31,000	\$53.81	\$ 1,668,110	28,563	\$53.81	\$.1 ,530,9 75
SY	18,000	\$ 23.65	\$ 425,700	27,000	\$ 23.65	\$ 638,550
LS	1	\$25,556,000	\$ 25,556,000		\$25,556,000	24,789.32 \$24,533,760
			\$ 30,325,450)		29, 463,90 \$-20,116,20
			\$ 3,032,545	5		2,946,39 \$ 2,911,62
			\$ 33,357,99			\$2,410,30 \$.32,027,821
	UNITS SY TN TN TN SY	SY 81,000 TN 12,000 TN 31,000 SY 18,000	NO. OF UNITS COST/ UNIT SY 81,000 \$13.24 TN 12,000 \$56.36 TN 16,000 \$57.93 TN 31,000 \$53.81 SY 18,000 \$ 23.65	ORIGINAL ESTIMATE JNITS NO. OF UNITS COST/ UNIT TOTAL SY 81,000 \$13.24 \$ 1,072,440 TN 12,000 \$56.36 \$ 676,320 TN 16,000 \$57.93 \$ 926,880 TN 31,000 \$53.81 \$ 1,668,110 SY 18,000 \$ 23.65 \$ 425,700 LS 1 \$25,556,000 \$ 25,556,000 \$ 30,325,456 \$ 3,032,545	ORIGINAL ESTIMATE JNITS NO. OF UNITS SY 81,000 \$13.24 \$ 1,072,440 \$69,524 TN 12,000 \$56.36 \$ 676,320 \$14,086 TN 16,000 \$57.93 \$ 926,880 \$14,782 TN 31,000 \$53.81 \$ 1,668,110 \$28,563 SY 18,000 \$ 23.65 \$ 425,700 \$27,000 LS 1 \$25,556,000 \$ 25,556,000 \$0.96 SY 30,325,450 \$3,032,545 SY 30,325,450 \$3,032,545	ORIGINAL ESTIMATE

19 of 66

\$ 947,695



PROJECT:

Georgia Department of Transportation

STP00-1111-00(011)- P.I. No. 642220

SR 146/Cloud Springs Road from SR 1/US 27 East to

CR 553/Lakeview Road

Catoosa County

DESCRIPTION:

Minimize improvements on Cross Street

ALTERNATIVE NO .:

RD-8

SHEET NO.: 4 of 5

Reduced paving width:

Riddle Street- 20' x 1807 = 2600 SF | 10 0 Herron Street- 30 x 100 $^{\circ}$ = 3,000 SF | 750

Cross Street-36 x 370 =13,320 SF 54 00 Total 12' 450 18,920 SF / (9SF / SY) => 2,105 SY

806 7250

Reduced base width:

Riddle Street- 27' x 1302 = 3,510 SF 1 4 8 9 Herron Street- 37 x 1002 = 3,700 SF 925

Cross Street- 43-x 370 =15,040 SF 6550

19 450 23,420 SF / (9SF / SY) => 2,570 SY

0.14 Right of Way- 6000

Assume 15,000 SF / 43,560 SF/AC => 0.35 Acres

14 0-35 AC x \$250,000=> \$87,500 34,435

Right of way: Net cost

Scheduling @ 55%

= \$87,500 34, 435 = \$48.425 (9,939) = \$135,025 93,379

Court cost @ 60% Total

 $= \frac{$81,375}{$217,000} \frac{32,024}{$6,398}$

806 Paving-

= [(2,185 SY) x 165#/SY-IN / (2000#/Ton)] => 174 TN 67 Superpave 12.5mm

= [(2.106-8Y) x 220#/SY-IN / (2000#/Ton)] => 232 TN 6 9 Superpave 19.0mm = [(2,105 SY) x 440#/SY-IN / (2000#/Ton)] => 468 TN 177

Superpave 25.0mm

=> 2,570 SY 12" GAB

1218

Curb & Gutter:

150 600 LF x 2 sides => 1200 LF

Sidewalk:

 $(500 LF \times 5 FT) / (9SF / SY) => 30 SY$

PBS

PROJECT:

Georgia Department of Transportation

STP00-1111-00(011)- P.I. No. 642220

SR 146/Cloud Springs Road from SR 1/US 27 East

to CR 553/Lakeview Road

Catoosa

Catoosa County

DESCRIPTION: Minimize improvements on Cross Street

SHEET NO .:

ALTERNATIVE NO.:

5 of 5

RD-8

CONSTRUCTION ITEM			- 00	ORIG:	INAL EST	MAT		PRO	OPOSED E	STIMA	TE
ITEM	UNITS	NO.	OF ITS	cos	T/ UNIT		TOTAL	NO, OF UNITS	COST/ UNIT	TC	TAL
						\$				\$	-
12.5 mm Superpave	TN	67	174	\$	56.36	\$	3176 9,807	0	\$ 56.36	\$	-
19.0 mm Superpave	TN	89	232	\$	57.93	\$	5156 13,440	0	\$ 57.93	\$	-
25.0 mm Superpave			463		53.81	\$	9524 24, 014	0	\$ 53.81	\$	
GAB	SY	1218	. ,57 0	\$	13.24	\$	16,126 34 ,02 7 178 (0	\$ 13.24	\$	-
Curb & Gutter Type-2	LF		,200		11.87	\$	14,244	0	\$ 11.87	\$	-
Sidewalk	SY		30	\$	23.65	\$	710 65,398	0	\$ 23.65	\$	
Right of Way	LS		1	\$ 2	5,398 1 7,000.0 0	\$	217,000	0		\$	
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		-				-					-
	-										
	-	<u></u>				-	122,47	1		•	
Sub-tota	7					\$	314,141 12,24 31,414	7		\$	
Mark-up at 10.00%	70					\$				\$	
TOTAL						\$	345,555 d 134,71	STATE OF THE PARTY		\$	\$345,5

\$ 134,718



Georgia Department of Transportation PROJECT:

STP00-1111-00(011)- P.I. No. 642220

SR 146/Cloud Springs Road from SR 1/US 27 East to

CR 553/Lakeview Road

Catoosa County

Close median openings at CR-57/Beaver Road, the DESCRIPTION:

entrance to Park Lake Apartments, and Linda Lane

ALTERNATIVE NO .:

RD-12

SHEET NO .: 5 of 6

Paving Area:

Beaver Road -

Tapers (50+50)x((12+0)/2) = 600 SF Linda Lane -

= 4,680 SFStorage (150+240)x12

= 2,000 SFMedian (100 x 20)

Park Lake Drive - Tapers (100+100)x((12+0)/2) = 1,200 SF

- 7,440 SF Storage (260+360)x12

-Median (100 x 20) = 2.000 SF

Tapers (100+100)x((12+0)/2)= 1,200 SF

Storage (310+260)x12 = 6.840 SF

= 2,000 SFMedian (100 x 20)

Total-

27,960 SF / (9SF / SY) => 3,440 SY

17,320 1924

1924 Reduced Paving-

= [(3,110-SY) x 165#/SY-IN / (2000#/Ton)] => 257-TN 159 Superpave 12.5mm

Superpave 19.0mm = $[(3.110 \text{ SY}) \times 220 \text{#/SY-IN / } (2000 \text{#/Ton })] => 342 \text{TN } 212$ Superpave 25.0mm = $[(3.110 \text{ SY}) \times 440 \text{#/SY-IN / } (2000 \text{#/Ton })] => 684 \text{TN } 423$

= >3.110-SY 12" GAB 1924

Curb & Gutter:

3 Locations x 2 sides x 100 LF => 600 LF

Concrete Median:

(200 LF + 290 LF) x (3 FT wide) = 1,470 SF Linda Lane -

(360 LF + 460 LF) x (3 FT wide) = 2,460 SF Park Lake Drive

(410 LF + 360 LF) x (3 FT wide) = 2,310 SF Beaver Road-

6,240-SF / (9SF / SY) =>-694-SY Total-3780 420



PROJECT: Georgia Department of Transportation

STP00-1111-00(011)- P.I. No. 642220

SR 146/Cloud Springs Road from SR 1/US 27

East to CR 553/Lakeview Road

Catoosa County

Close median openings at CR-57/Beaver Road,

DESCRIPTION: the entrance to Park Lake Apartments, and

SHEET NO .:

ALTERNATIVE NO .:

6 of 6

RD-12

Linda Lane

	-			**************************************	***	TC	_	DOD	OSED EST	гтмал	E
CONSTRUCTION ITEM		C	RIG	INAL EST	IMA	(IE		KUP	OSED ES	IMA	L .
ITEM	UNITS	NO. OF UNITS	COS	ST/ UNIT		TOTAL	NO. OF UNITS	cos	ST/ UNIT	Т	OTAL
					\$	8961					
12.5 mm Superpave	TN	159 257	\$	56.36	\$	14,485	0	\$	56.36	\$	-
19.0 mm Superpave	TN	212 342	\$	57.93	\$	12,281 19,812 22,762	0	\$	57.93	\$	-
25.0 mm Superpave	TN	423_684	\$	53.81	\$	36,000	0	\$	53.81	\$	-
GAB	SY	1924	-\$	13.24	\$	25, 47,4 41,170	0	\$	13.24	\$	474
Curb & Gutter Type-7	LF	0		11.87	\$		600	\$	11.87	\$	7,12
Concrete Median 7.5"	SY	420_604	\$	45.19	\$	18,980	0	\$	45.19	\$	-
Permenant Grassing	AC	0	\$	699.78	\$	2	1	\$	699.78	\$	700
Fertilizer	TN	0	\$	400.19	\$	-	1.5	\$	400.19	\$	40 - 60 (
Agricultural Lime	TN	0	\$	52.05	\$	•	2	\$	52.05	\$	10
Nitrogen	LB	0	\$	2.24	\$		100	\$	2.24	\$. 22
					L						
			<u> </u> -	-		- 7-2		+			
Sub-tota	ı				\$	99,43 1 43,04 1				\$	618 8,75
Mark-up at 10.00%					\$	9846 14 ,364	_			\$	-81
TOTAL	1				\$	97,304 158,005	3			\$	9,62

\$90,594



PROJECT:

Georgia Department of Transportation

STP00-1111-00(011)- P.I. No. 642220

SR 146/Cloud Springs Road from SR 1/US 27

East to CR 553/Lakeview Road

Catoosa County

DESCRIPTION: Reduce ROW required for Pine Hill Drive to avoid

the taking of the existing Conoco gas station

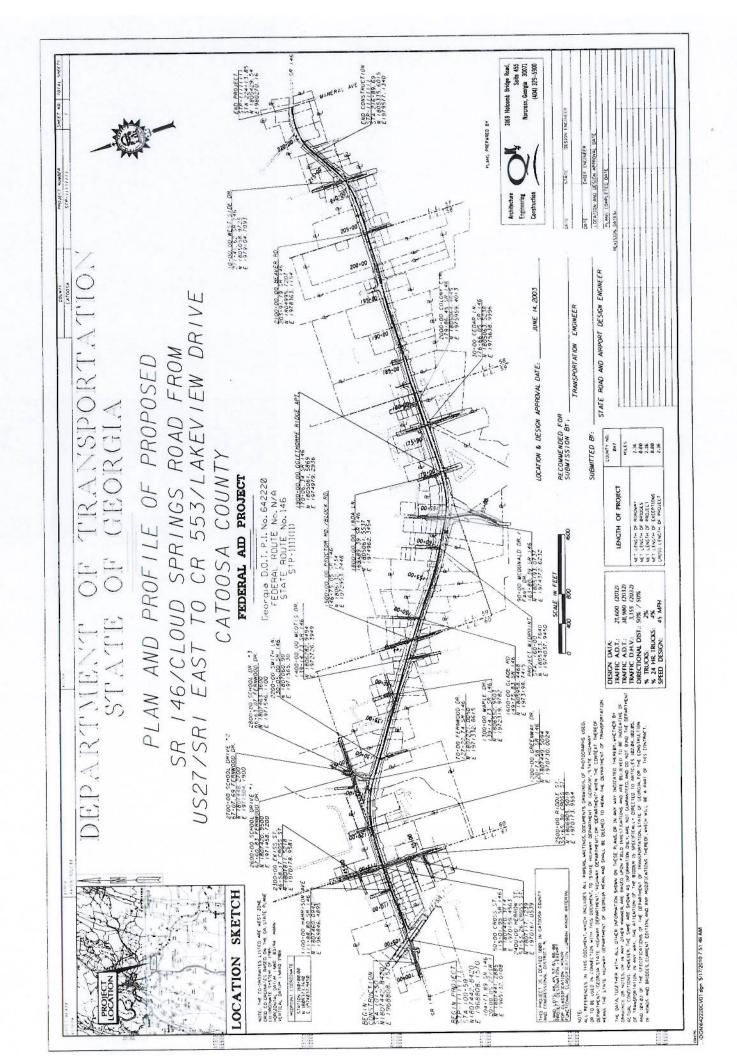
ALTERNATIVE NO.:

RD-19

SHEET NO .: 4 of 4

CONSTRUCTION ITEM		(ORIGINAL ESTIN	MATI	Ē	P	ROPO:	SED ES	TIMATE	
ITEM	UNITS	NO. OF UNITS	COST/ UNIT		TOTAL	NO. OF UNITS	COST	/ UNIT	ТОТ	ΓAL
Right of Way	LS	1	१ ५५, ५५ ० \$ <u>500,000.</u> 00	\$	149,550 500,000	0	\$	-	\$	-
2,5mm Superpare	TN	9.9	\$ 56.36	4	558					
19.0mm Superpare	110	13.2	\$ 57.93	\$	765					
25.0 mm Superpare	TN	2.6	\$ 53.81	\$	1421					
GAB-12"	5 ¥	12.0	\$ 13.24	\$	589					
Sidewalk	sy	233	\$ 23.65	\$	5510					
Curbs Gotter, TP2	LF	420	\$ 11.85	7	4985					
					164, 3.78	5				
Sub-total				\$	500,000				\$	
Mark-up at 10.00%	2			\$	16, 43 8 50,000				\$	-
TOTAL				\$	550,000	-			\$	-

\$ 180,846



PRECONSTRUCTION STATUS REPORT FOR PI:642220-

			XX	12 4/ 5/20	TICE AND	I/US 27 EAST TO CR 553/LAKEVIEW RD							
COLNIY	Caloosa					Ö	- SOCO VITIONIO	1/20		MGMT ROW DATE:		02/15/2011	
I FNCTH (MI)	2 20		MPO:	Chattanooga TMA	TMA	אר אר	URIT CODE		4	BASELINE LET DATE:		08/13/2013	
PPO1NO.	STD00-1111-000011)	-00/011)	11P#	STP-98(4)		8	DOT DIST:	9		SCHED LET DATE		10/10/2013	
PROJ NO.	11.00.10	1 10 10 11	MODEL YR:	2020		8	CONG. DIST:	6		MILO LETERA		COOT OF	
AOUD Initials:	SSH SSH	Á	TYPE WORK	Widening		BIKE	Œ:	>	SHI .	WHOLEISC	5	3	
OFFICE:	Program Delivery	livery	CONCEPT:	ADD 4U(MED 20)	ED 20)	ME	MEASURE:	ш ;		LEI WILL			
CONSULTANT	: Consultant Design (DOT contract)	Design (DO		Reconstruc	Reconstruction/Rehabilitation		NEEDS SCORE:	40					
SPONSOR:			Prov. for ITS:	z		BR	BRIDGE SUFF:						
DESIGN FIRM:	OK4		BOND PROJ :										
BASE BASE START FINISH	E LATE	LATE FINISH	TASKS	ACTUAL START	ACTUAL ;	%			PROGRAMMED FUNDS				
	00	6/24/2010 11/25/2010 9/30/2010		3/1/2000 3/22/2001 7/21/2006 7/28/2006 8/8/2006 11/19/2009 2/16/2006 1/1/2009		100 Activity 100 PE 100 ROW 100 UTL 100 CST 100 CST 21 21	y Approved 2000 LR LOCL LR LOCL	Proposed 2000 LR LOCL LR	Cost 1,567,392.10 45,817,607.09 3,571,733.00 27,583,935,57	Fund Status Q24 AUTHOI L240 PRECST LOC PRECST L240 PRECST	UZED	Date Auth 2/16/2000	
5550	-		Mapping Field Surveys/SDE	11/18/2003	12/19/2003 10	100 2					STIP AMOUNTS	STATIO	
3/16/2010	010	6/24/2010	Preliminary Plans Underground Storage Tanks	11/8/2006	-			01 000 000		Antivity	Coet		Cum
		12/31/2010				PE Cost Est Amt	t Amt		Date: 11/21/2008	PE	3	0.00	Q24
12/2/2010 1/18/2011	1/18/2011 1/31/2011	3/17/2011	KW Plans Final Approval			Utility Cost Est Amt:	st Amt:	3.571,733.00 Dz	Date: 11/21/2008	ROW	39,816,000,00	00.000	L240
12/10/2010 12/14/2010	7/14/2010 2/8/2011	2/10/2011	L & D Approval R/W Authorization			0 CST Cost Est Amt	Amt	18,457,245 00 Da	Date: 11/21/2008	E		0.00	700
	8/19/2011	9/1/2011	Stake R/W Soil Survey	5/12/2008	2/13/2009	001				CST		0.00	L240
12/15/2010 11/20/2012 12/12/2012 12/12/2012 13/2/2013 1/8/2013	11/20/2012 2/11/2011 12/12/2012 2/8/2013 1/8/2013	2/8/2013	Final Design FFPR Inspection Scibmit FFPR Resonances (OFS)			000							
_1	642220 IS SEPA	RATE WH	CONCEPT.10/4/01.	Much history.9/15/03	/03.				District Comments	omments			
Bridge: Design:	NO BRIDGE REQUIRED consult QK4-Env Delay-E/	QUIRED Delay-EA-	NO BRIDGE REQUIRED consult QK4-Env Delay-EA-Held VE 2-2010 Nd PFPR			PROGRA 1) Contra	PROGRAM DELIVERY: 1) Contract: Conventional	- Execution 1/20/0	5 - Expiration 2/23	PROGRAM DELIVERY: 1) Contract: Conventional - Execution 1/20/05 - Expiration 2/23/10 (SA 1) SA 2 for time new exp	r time new ex	₽	
EIS: LGPA:	EA NotApvd OnSchRW Murdoch(4-08-10) CATOOSA SGN DO UTL 6-24-03 FORT C	SchRW Mur 1 DO UTL 6-	EAIN0tApvd[OnSchRW]Murdoch(4-08-10) CATOOSA SGN DO UTL 6-24-03 FORT OGLETHORPE SGN PUB UTL 7-24-01 RESCISSION LETTER	RESCISSION L	ETTER	11-22-13 2) Workin	ng on (EA) FON:	SI may be July 09-r	O-60 vol/Nov 09-0	11-22-13 2) Working on (EA) FONSI may be July 09-now Oct/Nov 09-OEL has reviewed Draft 9 times 4/09,	raft 9 times 4	,60/1	
Planning:	SENT TO CATOOSA & FORT Project no longer in 2035 LRTP	JOSA & FO	SENT TO CATOOSA & FORT OGLETHORPE 10-21-05 Project no longer in 2035 LRTP			3) Propos	ed Typical: Exist	6/09, 8/09, 9/09, sent to FHWA and recvd cmnts end Nov 09-responses to b proposed Typical Evist 2 lane to widen to 4 lanes w. 20 Raised Median 1) Proposed Typical Evist 2 lane to widen to 4 lanes w. 20 Raised Median 1)	4 lanes w/ 20' Rai:	6/09, 8/09, 9/09, sent to FHWA and recyd crinits end Nov 09-responses to be sent 2-10, now 4-10 Proposed Typical Typical State to widen to 4 lates W/ 20? Raised Medidan Proposed Typical Control Cont	2-10, now 4-1	0 51	
Programming: Traffic Op:	#1 /-03#2 12-04 AWAITING CO	NSULTAN	#17-05/#2 L2-04/#3 L2-04/#3 L2-05/#3 5-2010 AWAITING CONSULTANT PEPR PLANS FOR REVIEW 9/30/05			t) Last Le comm	2-15-10-sent res	4) Last Leg 01 SK 140 widefing in SK 1953 27 comm VF study 2-15-10-sent resnonses 5-10 TR 5-10	0		0		
Unliny: EMG:	SUE 2101 (H85(94)-V	TOO:(88/V/W	SUE 2101 (H85(94)-W/V88);DOT=M/S; D=CONSULT										
Prel. Parcel CT:	139	Total Pan	Total Parcel in ROW System:	Cond. Filed:			Acquired by:		DOT		DE	DEEDS CT:	
Under Review:		Options -	Options - Pending: Re	Relocations:			Acquisition MGR:	MGR:					
Released:		Condemi	Condemnations- Pend:	Acquired:			R/W Cert Date:)ate:					